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CORPORATION FILE

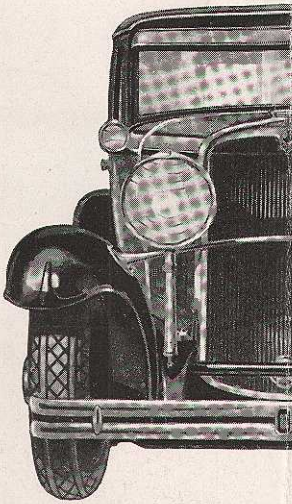
1930 NASH "400"

TWIN-IGNITION EIGHT

TWIN-IGNITION SIX

SINGLE SIX

A WORTHY SUCCESSOR

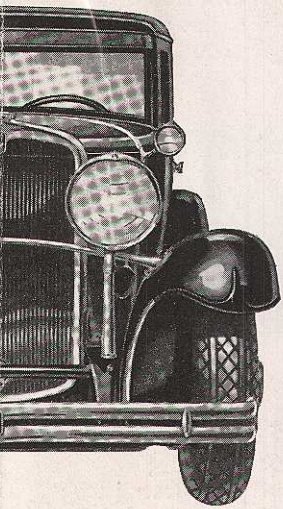


A GREAT NEW GENERATIO

NASH in 1930 decisively leads the show in motor car value. Nowhere in this colorful exhibition can you find a more brilliant combination of unusually fine qualities. Here is beauty which charms the most critical eye: engineering design and manufacturing excellence which stir the admiration of the best informed; dollar value which convinces the keenest of buyers.

Three groups of cars ably succeed the sensational success of the Nash "400" of last year. The Twin-Ignition Eight is an entirely new type of straight eight motor car which has already earned nation-wide acclaim because of its personality and performance. There is not another like it in the world. The Twin-Ignition Six has many unusual new features of design combined with an inheritance of the best of the qualities which distinguished both the "400" Special Six and Advanced Six of last year. The Single Six has, in turn, been stepped-up to a higher class in everything

TO A GREAT SUCCESS



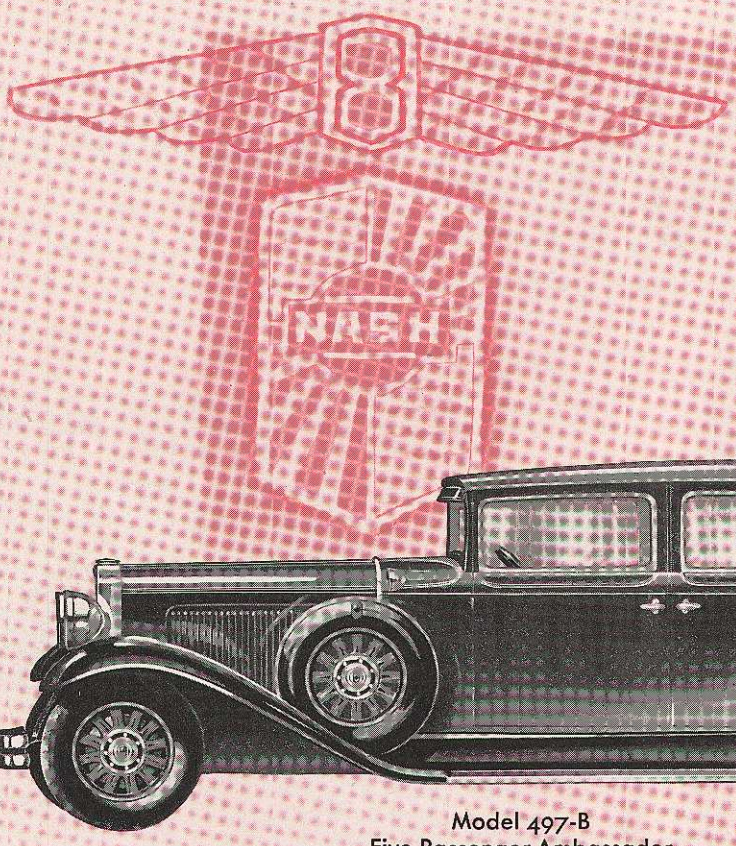
ON OF FINE MOTOR CARS

except price. It is larger, more powerful, finer in every way.

The most notable of the 1930 Nash "400" features are as follows: New Body Designs — Long Wheelbase — Radiators with Built-in Automatic Shutters—7-bearing, Hollow Crankpin Crankshafts—Self-Energizing, Cable-Actuated 4-Wheel Brakes —Fuel Feed Pump—Centralized Chassis Lubrication—Double Action Hydraulic Shock Absorbers—Adjustable Driver's Seat —Steel Spring Covers, with Sealed-in Lifetime Lubrication— World's Easiest Steering—Starter Control on Instrument Panel —Insulated Floor Board and Dash—And these additional features in the Twin-Ignition Eight: Straight-Eight, Twin-Ignition, 16 Spark Plugs, High-Compression, Valve-in-Head Motor— 9-bearing Integrally Counterweighted Hollow Crankpin Crankshaft—Aluminum Pistons—Aluminum Connecting Rods—Twin Windshield Wipers—Steering Shock Eliminator—All windows, doors, windshields, Duplate Non-Shatterable Plate Glass.

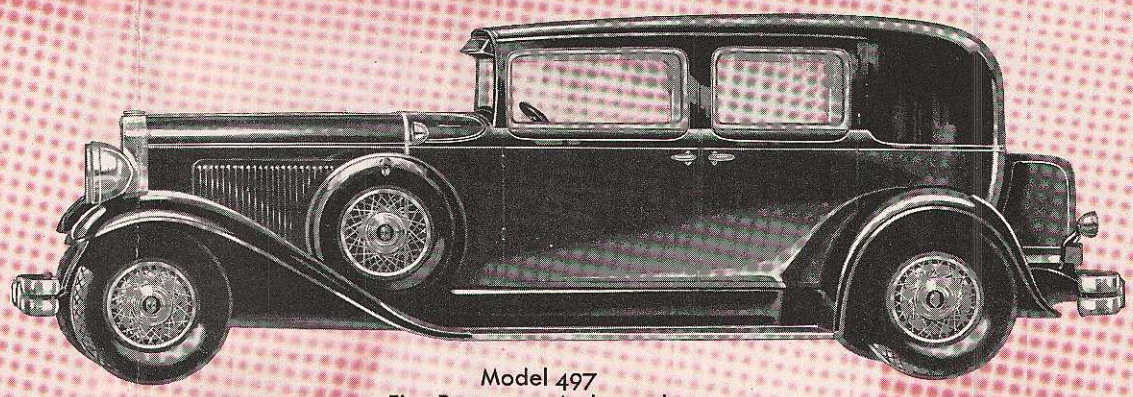
"400" SERIES FOR 1930

TWIN-IGNITION EIGHT



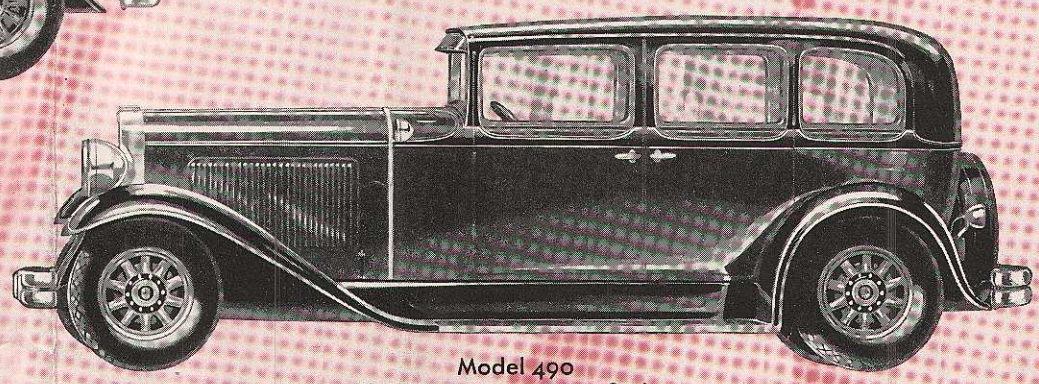
Model 497-B
Five Passenger Ambassador
with tan fabric rear quarter and roof
$2095, f. o. b. factory

Furnished with Regal equipment as illustrated above at slight additional cost

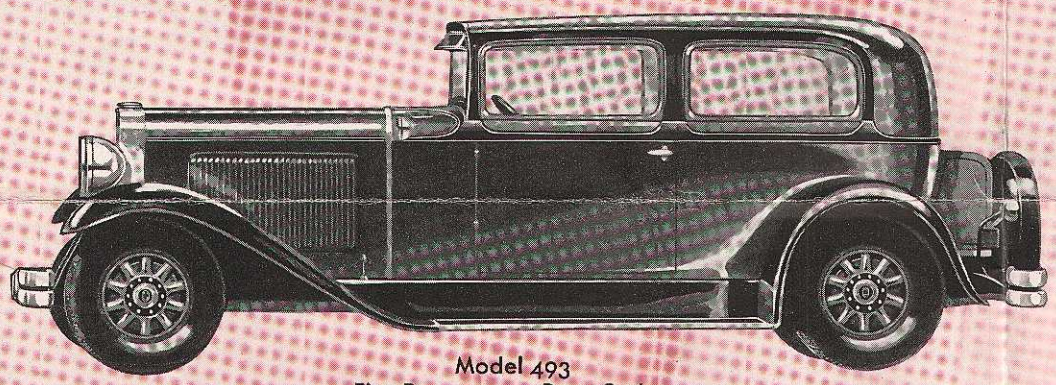


Model 497
Five Passenger Ambassador
with metal rear quarter
$2095, f. o. b. factory

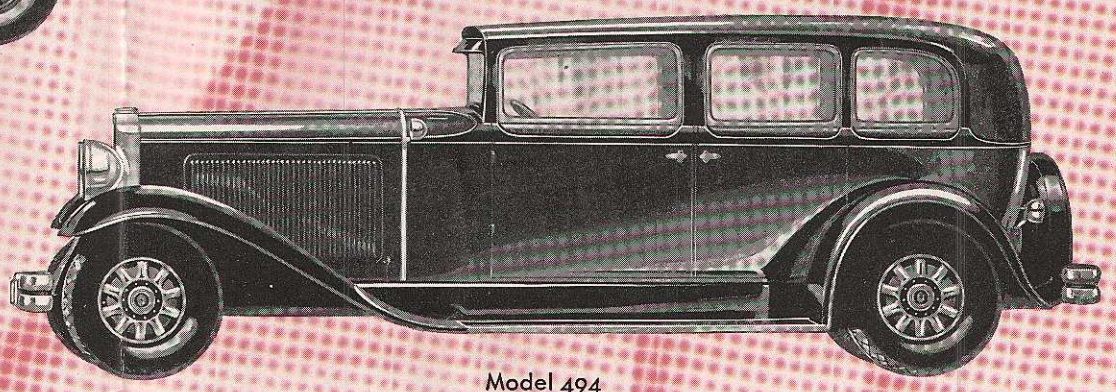
Furnished with Regal equipment as illustrated above at slight additional cost



Model 490
Five Passenger 4-Door Sedan
$1795, f. o. b. factory

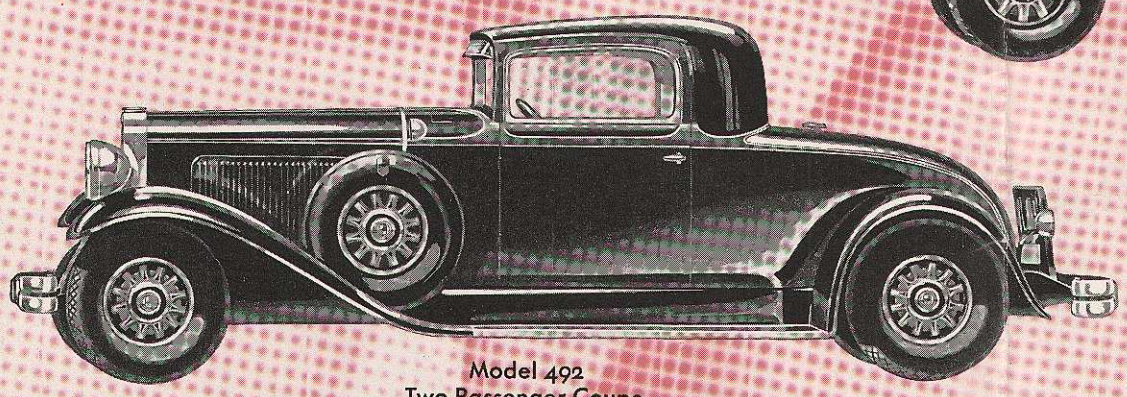


Model 493
Five Passenger 2-Door Sedan
$1675, f. o. b. factory



Model 494
Seven Passenger Sedan
$2195, f. o. b. factory

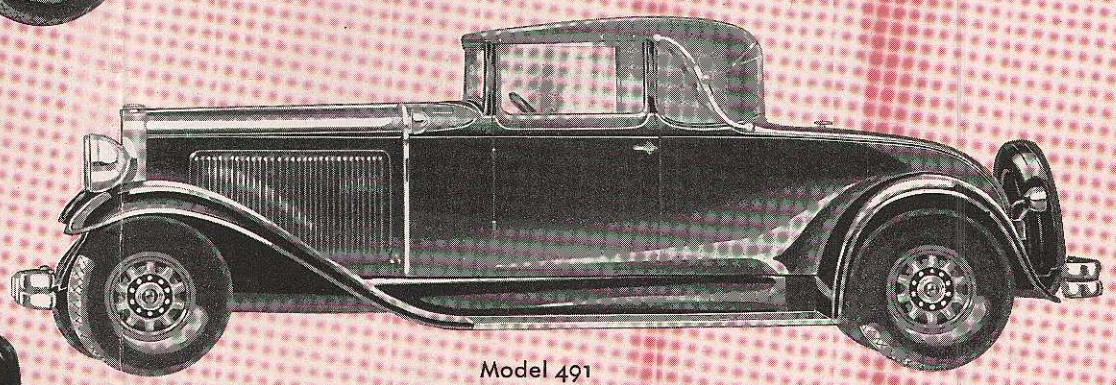
Model 495
Seven Passenger Limousine
$2385, f. o. b. factory



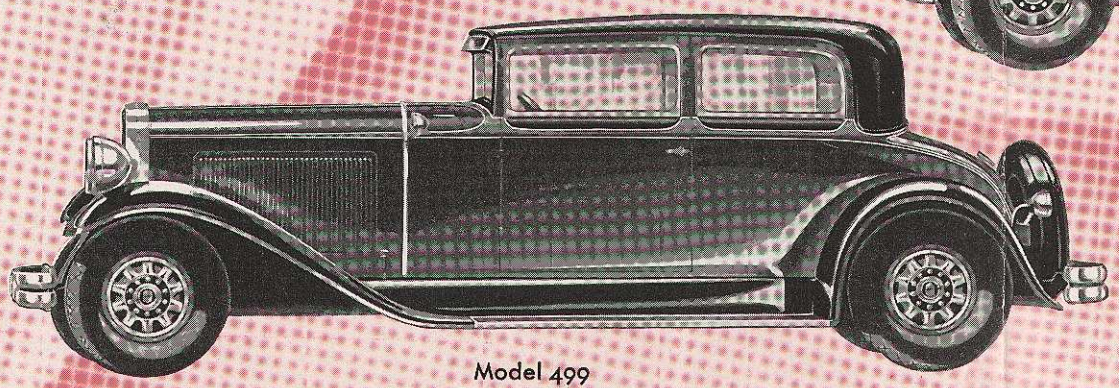
Model 492
Two Passenger Coupe
$1915, f. o. b. factory

Model 492-R
Four Passenger Coupe with Rumble Seat
$1975, f. o. b. factory

Furnished with Royal equipment as illustrated above at slight additional cost



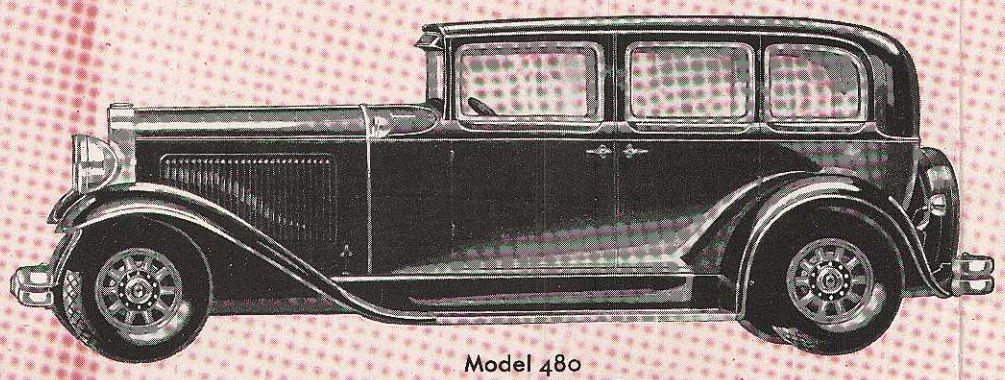
Model 491
Four Passenger Cabriolet
$1875, f. o. b. factory



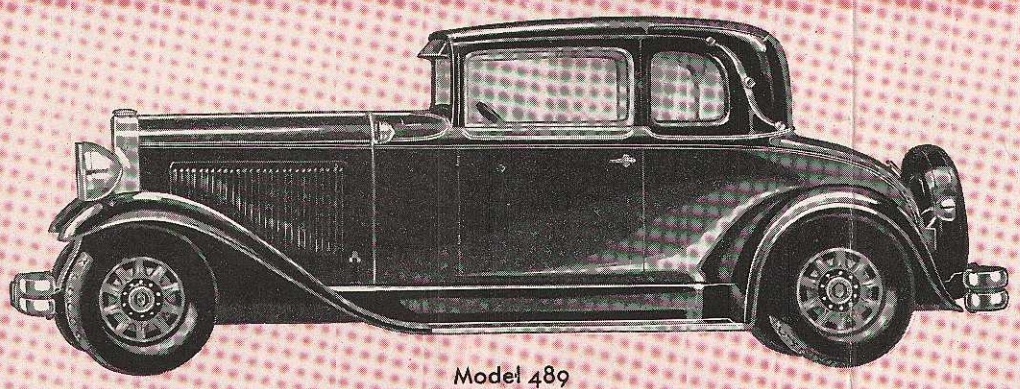
Model 499
Five Passenger Victoria
$2045, f. o. b. factory

"400" SERIE

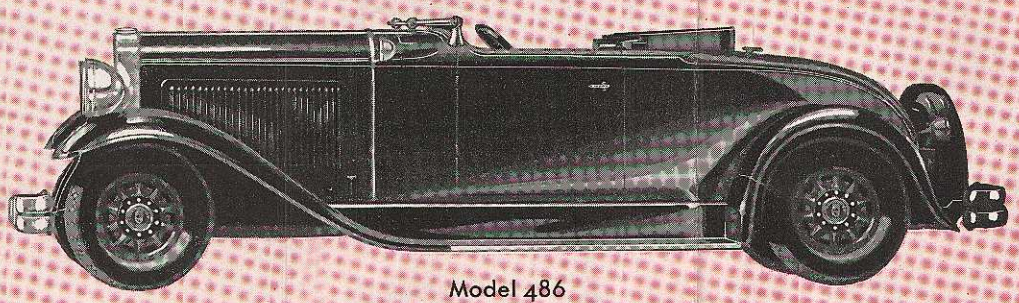
TWIN-IGN



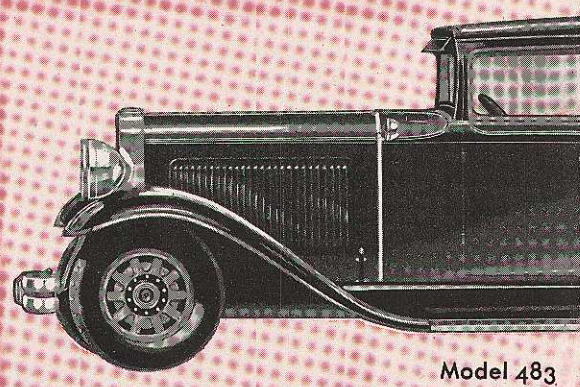
Model 480
Five Passenger 4-Door Sedan
$1415, f. o. b. factory



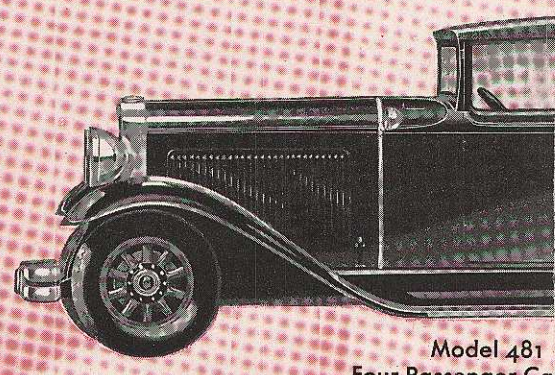
Model 489
Four Passenger Victoria
$1410, f. o. b. factory



Model 486
Four Passenger Roadster
$1365, f. o. b. factory



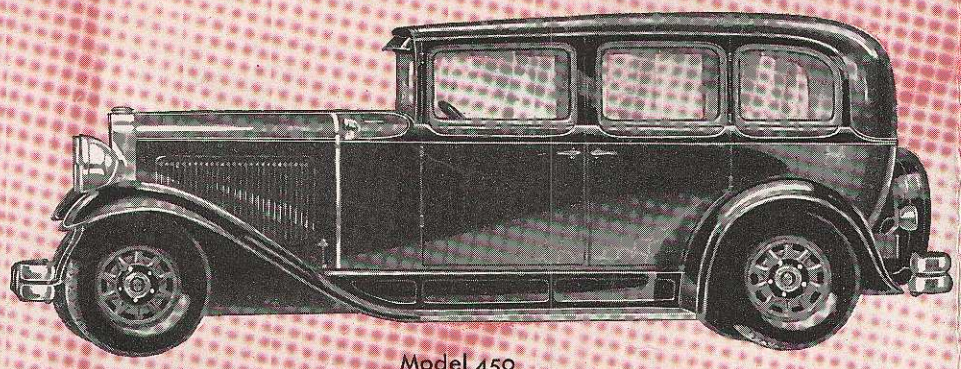
Model 483
Five Passenger 2-Door
$1325, f. o. b. facto



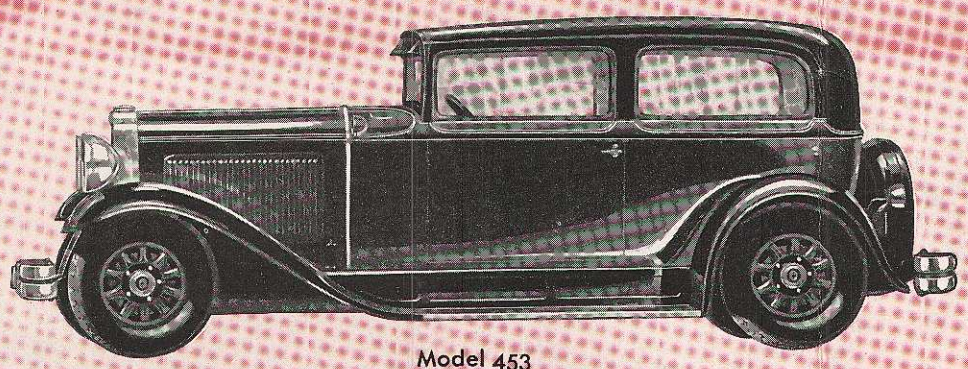
Model 481
Four Passenger Ca
$1385, f. o. b. fac

"400" SERIE

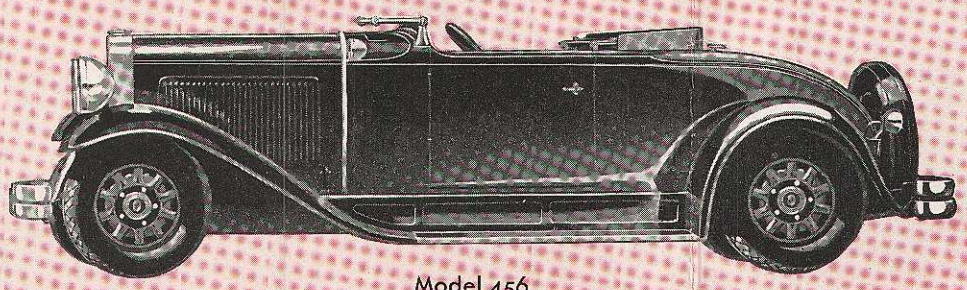
SINGL



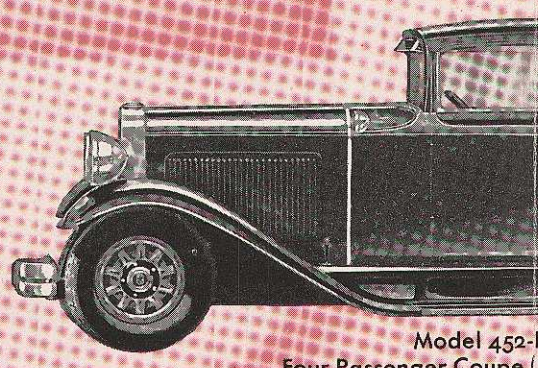
Model 450
Five Passenger 4-Door Sedan
$1005, f. o. b. factory



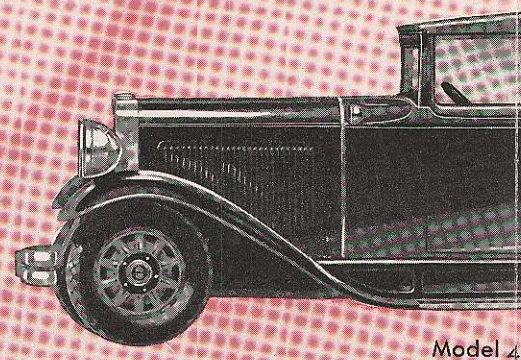
Model 453
Five Passenger 2-Door Sedan
$935, f. o. b. factory



Model 456
Four Passenger Roadster
$975, f. o. b. factory



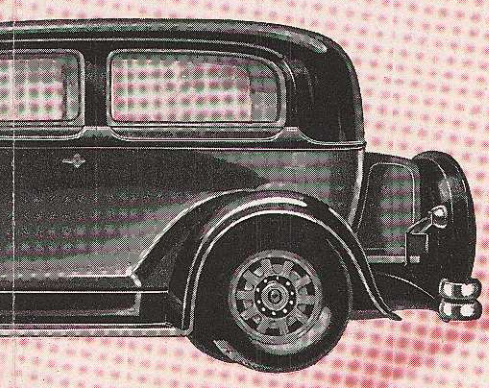
Model 452-
Four Passenger Coupe (
$980, f. o. b. fa
(without Rumble
$940, f. o. b. fa



Model 4
Four Passenger
$1005, f. o. b.

S FOR 1930

NITION SIX



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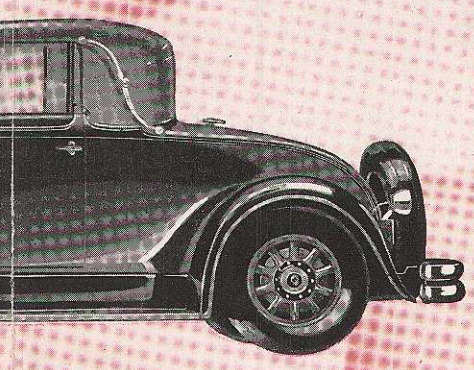

abriolet
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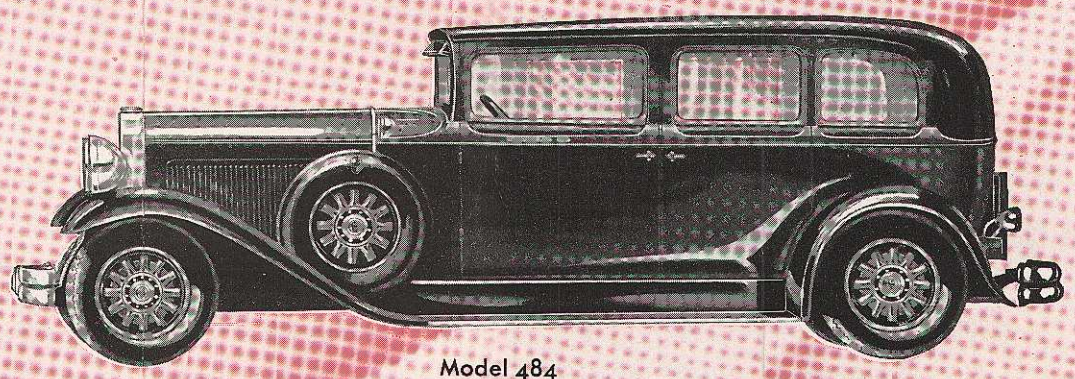
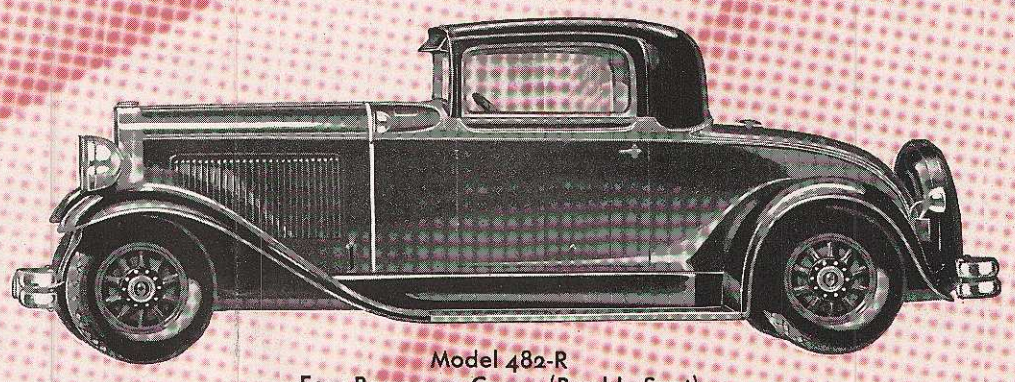
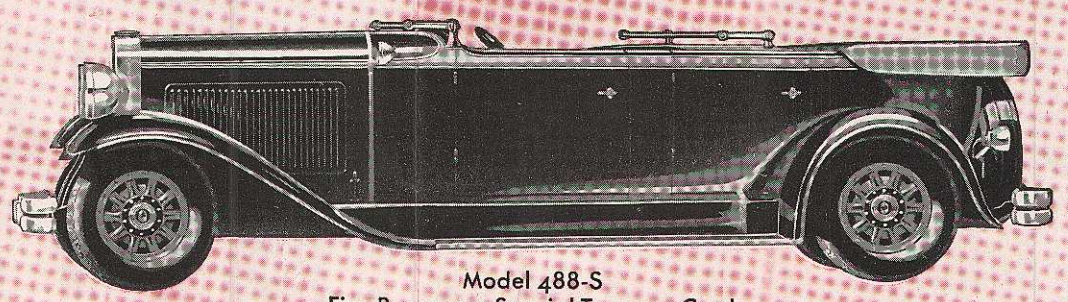


Model 484
Seven Passenger Sedan
$1745, f. o. b. factory
Furnished with Royal equipment as illustrated above at slight additional cost



Model 482-R
Four Passenger Coupe (Rumble Seat)
$1395, f. o. b. factory
(without Rumble Seat) $1345, f. o. b. factory

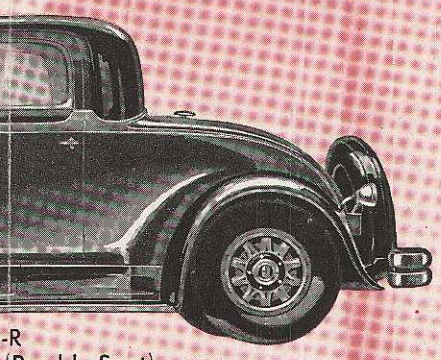


Model 488-S
Five Passenger Special Tonneau Cowl and Windshield Touring
$1595, f. o. b. factory

Model 488
Seven Passenger Touring
$1475, f. o. b. factory

S FOR 1930

E SIX



-R
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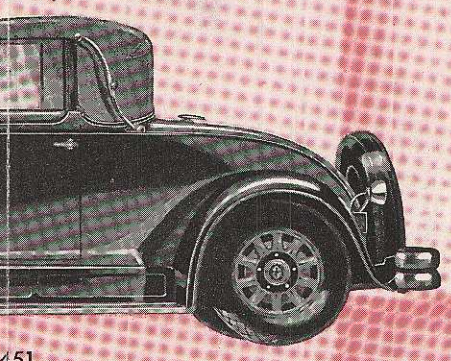
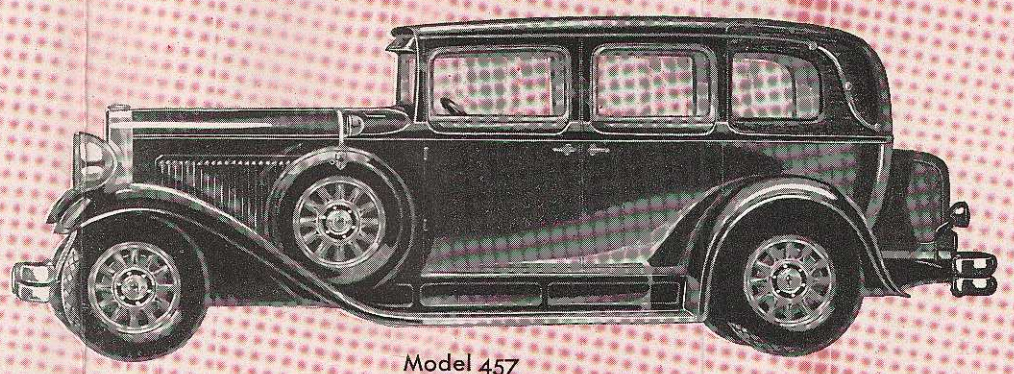
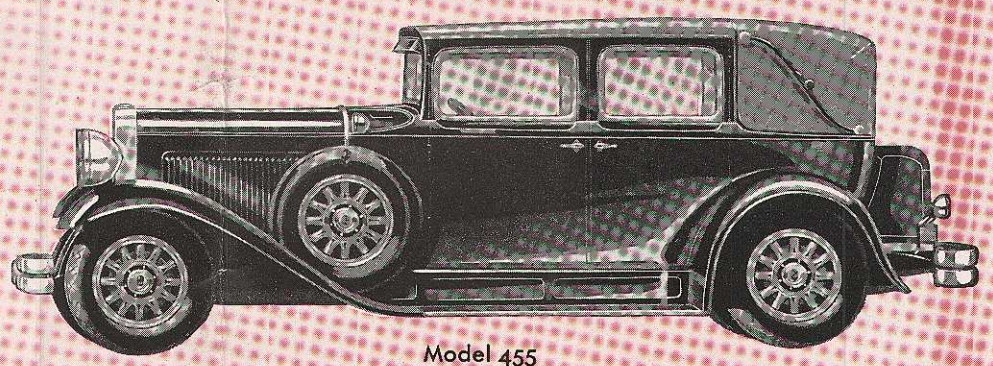


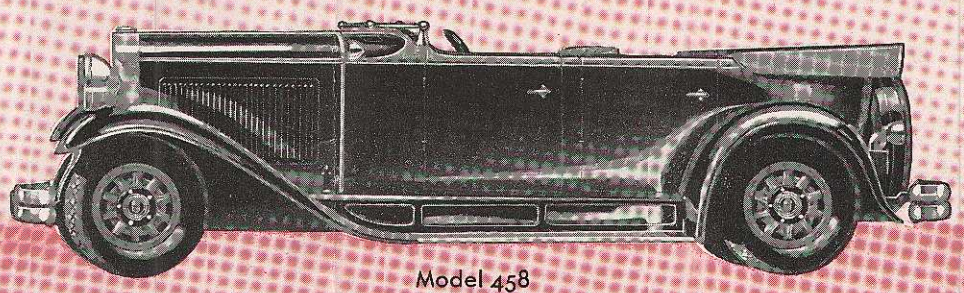
451
r Cabriolet
. factory



Model 457
Five Passenger 4-Door DeLuxe Sedan
$1095, f. o. b. factory
Furnished with Regal equipment as illustrated above at slight additional cost



Model 455
Five Passenger Folding Landaulet
$1155, f. o. b. factory
Furnished with Regal equipment as illustrated above at slight additional cost



Model 458
Five Passenger Touring
$995, f. o. b. factory

"400" SERIES FOR 1930

SPECIFICATIONS — TWIN-IGNITION EIGHT

MOTOR—8 Cylinders, in line; valve-in-head; high compression. 4-point suspension, mounted in rubber. 3 1/4" bore, 4 1/2" stroke.
IGNITION—Twin; 16 Aircraft type spark plugs.
PISTONS—Aluminum alloy with slotted skirts, fitted with Invar struts.
CONNECTING RODS—Drop forged aluminum alloy with steel caps.
CAMSHAFT—One piece drop forging; 6 bearings.
MAIN BEARINGS—Bronze backed, babbitt lined; 9 in number.
CRANKSHAFT—Forged steel, 9 main bearings; integrally counterweighted; hollow crankpins; fitted with torsional vibration damper.
MOTOR LUBRICATION—Forced feed to main, connecting rod, camshaft bearings, and valve rocker arm shaft. Positive feed to timing chain. Oil filter.
COOLING SYSTEM—Fin and tube radiator. Automatic radiator shutters with thermostatic control. 4-blade steel fan. Water circulated by centrifugal pump.
FUEL SYSTEM—Gasoline pump and strainer.
CARBURETOR—Multiple jet type with dual manifold, automatic and manual heat control, air cleaner and crankcase ventilator.
FRAME—Double drop type, extra deep channels; 6 cross members, all tubular.
BRAKES—Service brakes—4 wheel internal expanding mechanical type, cable operated. Parking brake acts on all four wheels.
CHASSIS LUBRICATION—Bijur centralized system.
SPRINGS—Alloy steel; semi-elliptic; front springs shackled in front; steering road shock eliminator at rear of front spring on steering side; all metal spring covers.
SHOCK ABSORBERS—Lovejoy double-acting hydraulic.
STEERING GEAR—Worm and roller type.
TIRES—31 x 6.50, full balloon.
WHEELBASES AND MODELS—5-pass. 4-door Sedan, 5-pass. 2-door Sedan, on 124" wheelbase; 4-pass. Cabriolet, 2-pass. Coupe, 4-pass. Coupe—rumble seat, 7-pass. 4-door Sedan, 7-pass. Limousine, 5-pass. Ambassador and 5-pass. Victoria, on 133" wheelbase.

SPECIFICATIONS — TWIN-IGNITION SIX

MOTOR—6 Cylinders; valve in head; high compression. 4-point suspension, mounted in rubber. 3 3/8" bore. 4 1/2" stroke. .
IGNITION—Twin; 12 Aircraft-type spark plugs.
PISTONS—Aluminum alloy with slotted skirts, fitted with Invar struts.
CONNECTING RODS—Drop forged steel, double heat treated.
CAMSHAFT—One piece drop forging; 4 bearings.
MAIN BEARINGS—Bronze backed, babbitt lined; 7 in number.
CRANKSHAFT—Forged steel, 7 main bearings; hollow crankpins; fitted with torsional vibration damper.
MOTOR LUBRICATION—Forced feed to main, connecting rod, camshaft bearings, and valve rocker arm shaft. Positive feed to timing case. Oil filter.
COOLING SYSTEM—Fin and tube radiator. Automatic radiator shutters with thermostatic control. 4-blade pressed steel fan. Water circulated by centrifugal pump.
FUEL SYSTEM—Gasoline pump and strainer.
CARBURETOR—Multiple jet type with automatic and manual heat control. Air cleaner, crankcase ventilator.
FRAME—Double drop type, extra deep channels.
BRAKES—Service brakes—4-wheel, internal expanding, mechanical type, cable operated. Parking brake acts on all four wheels.
CHASSIS LUBRICATION—Bijur centralized system.
SPRINGS—Alloy steel; semi-elliptic; all metal covers.
SHOCK ABSORBERS—Lovejoy double acting hydraulic.
STEERING GEAR—Worm and roller type.
TIRES—29 x 5.50, full balloon on 118" wheelbase, and 31 x 6.00, full balloon on 128 1/4" wheelbase models.
WHEELBASES AND MODELS—5-pass. 4-door Sedan, 4-pass. Cabriolet, 2-pass. Coupe, 4-pass. Coupe—rumble seat, 5-pass. 2-door Sedan, 4-pass. Roadster, and 4-pass. Victoria on 118" wheelbase; 7-pass. 4-door Sedan, 7-pass. Touring, and 5-pass. Tonneau Cowl Touring on 128 1/4" wheelbase.

SPECIFICATIONS — SINGLE SIX

MOTOR—6 Cylinders; L head; high compression, high turbulence. 4-point suspension mounted in rubber. 3 1/8" bore. 4 3/8" stroke.
PISTONS—Aluminum alloy with slotted skirts, fitted with Invar struts.
CONNECTING RODS—Drop forged steel, double heat treated. Rifle bored for force feed lubrication direct to piston pins.
CAMSHAFT—One piece drop forging; 6 bearings.
MAIN BEARINGS—Bronze backed, babbitt lined; 7 in number.
CRANKSHAFT—Forged steel, 7 main bearings; machined all over; hollow crankpins; fitted with torsional vibration damper.
MOTOR LUBRICATION—Forced feed to main, connecting rod, camshaft bearings, and piston pins. Positive feed to timing case. Oil filter.
COOLING SYSTEM—Fin and tube radiator. Automatic radiator shutters with thermostatic control. 3-blade pressed steel fan. Water circulated by centrifugal pump.
FUEL SYSTEM—Gasoline pump and strainer.
CARBURETOR—Multiple jet type with adjustable heat control. Air cleaner, crankcase ventilator.
FRAME—Double drop type, extra deep channels.
BRAKES—Service brakes—4-wheel internal expanding, mechanical type, cable and rod operated. Parking brake acts on all four wheels.
CHASSIS LUBRICATION—Automatic centralized system.
SPRINGS—Alloy steel; semi-elliptic; self adjusting spring shackles.
SHOCK ABSORBERS—Lovejoy hydraulic.
STEERING GEAR—Cam and lever type.
TIRES—29 x 5.00, full balloon.
WHEELBASE AND MODELS—5-pass. 4-door Sedan, 4-pass. Cabriolet, 2-pass. Coupe, 4-pass. Coupe—rumble seat, 5-pass, 2-door Sedan, 5-pass. Landaulet, 4-pass. Roadster—rumble seat, 5-pass. 4-door DeLuxe Sedan, 5-pass. Touring; all models 114 1/4" wheelbase.

PRINTED IN U. S. A